



**People you will meet at the Como-Harriet Streetcar Line . . .**

Front row, from left: Mike Buck, Blair Dollery, Eugene Corbey, Fred Rhodes, Steve Harrod, Mary Jones, Bonnie Jones, Karl Jones. Second row, from left: Herb Bodlund, Loren Martin, John Nordale, Walter Hotvet, Al Johnson, Bob Kruse, Nils McCarthy, Carol McCarthy, Charles McCarthy, George Obermeyer. Back row, from left: Walter

Strobel, Dick Levering, Terry Warner, Dave Norman, Ray "Casey" Bensen Jr., Ray Bensen Sr., Harold Dalland, Bob Mirick, Earl Anderson, Dale Hromadko, John White, Bill Olsen. In the background is Twin City Rapid Transit streetcar 1300, left, and Duluth Street Railway streetcar 265. Photo by Hudson Leighton.



Minnesota Transportation Museum

# MINNEGAZETTE

November/December 1983

## About the Cover

The 1st annual Traction Division photo was taken Saturday, September 17 near the Lake Harriet Station area of the Como-Harriet Streetcar Line. MTM member and photographer **Hudson Leighton** was responsible for trying to corral and tie down the group long enough for the all important shot.

As this was the first time an idea such as this was carried out, there was no way of knowing how many would show. The division currently has 85 operators. As it turned out, 27 arrived and the front cover photograph is the result.

It is hoped that this can be, truly, an annual event. Hopefully, more members will be able to participate in the 2nd annual Traction Division photo next year.

Copies of the traction photo (8x10 black-and-white) will be available at the Annual Meeting on November 29 from me for \$1.50 each.

**Mike Buck**  
Vice President, Traction

## Annual Meeting and Election of Officers Reset to Nov. 29

Notice is hereby given, in accordance with the revised Bylaws of the Minnesota Transportation Museum, that the annual meeting of the MTM is at 7:30 p.m. on Tuesday, November 29 at the Sheraton Midway Hotel at University and Hamline Aves. in St. Paul.

Please note that this annual meeting date is a change from previous years. The annual meeting and election of officers for the coming year has been held in January in past years. In order for the new officers to get a head start in planning for the following year's operations, the membership was asked to vote on moving the annual meeting date (in Article XVI of the MTM Bylaws) from January back to November. The vote passed on a near unanimous vote at the last general membership meeting on September 27.

Thus, the November 29 annual meeting will consist of the election of officers for 1984, hearing reports on the operation of the museum, and transacting such other business as may properly come before the meeting.

At the conclusion of the meeting, **Mike Buck**, MTM's audio/visual specialist, will present the latest in his series of multi-projector sound/slide shows. This show features the Jackson Street Roundhouse in downtown St. Paul, the former railroad facility that MTM hopes to acquire for its restoration, maintenance, and museum activities.

All members are urged to attend this annual meeting. See you at the Sheraton Midway on November 29!

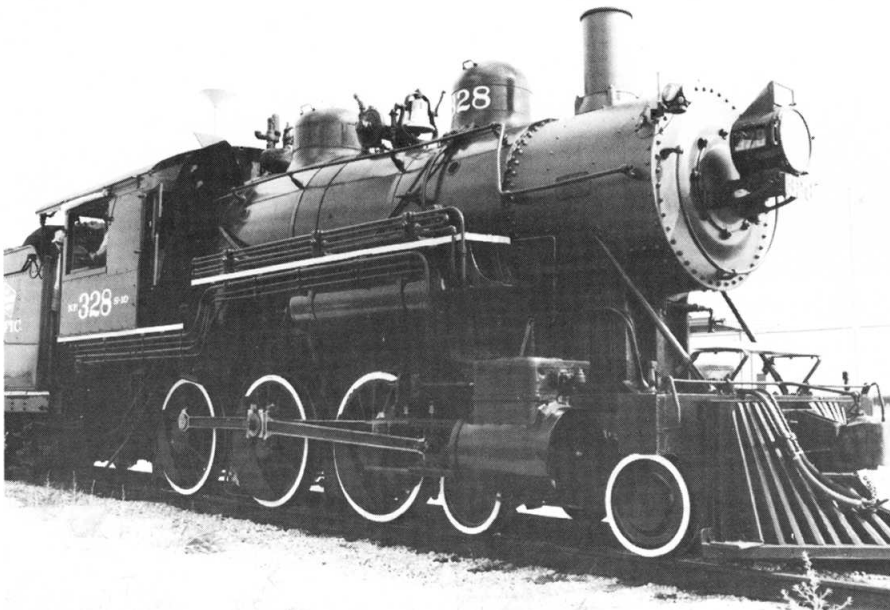


## 1984 Dues Renewal

Enclosed with this issue of the **Minnegazette** is your 1984 membership dues renewal notice. Be the first on your block to tuck your 1984 membership card into your billfold or purse. Simply fill out the bottom part of the yellow sheet and send it, with your check made out to the Minnesota Transportation Museum, to **Raymond R. Bensen Sr.**, Membership Secretary, 4832 York Av. S., Minneapolis, MN 55410.

Remember, if you pay your 1984 dues before January 1, you can deduct the dues payment from your 1983 income taxes. Send in your dues today and avoid the rush.

**Raymond R. Bensen Sr.**  
Membership Secretary



A sparkling clean N.P. 328 steam engine prepared to leave the Amtrak Depot in St. Paul for Northfield on Sept. 9. Photo by Dawn Holmberg.

## Calendar of Events

**Nov. 29:** Annual membership meeting and election of officers at Sheraton Midway Hotel, St. Paul.

**Jan. 24, 1984:** General membership meeting (site to be announced).



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

**Fred Rhodes**, Minnegazette  
10409 Nicollet Circle  
Bloomington, MN 55420

# 1984 MTM Board Slate Announced

The 1983 Nominating Committee recommends the following slate of candidates for museum office in 1984. The slate will be offered to the membership at the Annual Meeting on November 29, 1983. Members may nominate any other candidates for museum office at this meeting, and museum officers will be elected by secret ballot. The Committee believes that its slate represents the best qualified people available to serve.

President  
Executive Vice President  
Vice President, Railroad  
Vice President, Traction  
Vice President, Public Relations  
Secretary  
Treasurer

\*Incumbent

Respectfully submitted,  
1983 Nominating Committee  
**Robert Ball**  
**William Graham**  
**George Isaacs, Chairman**

**Gayle Bromander**  
**Eugene Corbey**  
**Bernard Braun**  
**Donald Westley**  
**Thomas Mega**  
**Patricia Campion\***  
**Russell Olson**



**Patricia Campion greased 328 during operations at Northfield on Sept. 10. Photo by Bill Graham.**

## Acquisition/Disposition Policy

Included with this issue of the **Minnegazette** is a copy of the museum's Acquisition Policy as well as an acquisition form that is required to be used for any acquisition or disposition proposal. They are fairly well explanatory. I do wish to comment on the role of the Acquisition/Dispositions Committee and of each member of the committee in regards to acquisitions or dispositions.

Firstly, it is the role of the committee to sift through the proposals and weigh the pros and cons of acquiring or disposing of a piece of equipment. Many points will have to be considered in each case such as available money, storage, pertinence feasibility, etc.

What may weigh as important one time may not be so critical a point the next time in rendering a decision as the needs and capabilities of the museum change. These are the kinds of things the committee must look to so that a recommendation can be made to the Board of Directors who ultimately make the final decision.

Keep in mind one very important point — "We can't get everything" and all those who sit on the committee now and in the future will find this is where the job is most unpleasant, that of fending off the attacks of those who are angry because a piece of equipment was not acquired. Please understand that there are many questions to be asked and answered before a sensible decision can be rendered and that's the

whole idea around having a policy so that decisions made will ultimately benefit the museum.

Secondly, each museum member has the potential role as an extension of the committee in the sense that each member may present to the committee for consideration a piece of equipment it feels to be pertinent to the goals of the museum. It is impossible for the committee to roam all over the country looking for acquisitions and this is where you, the member, are of benefit as you provide a much larger base to search out the available candidates.

However, along with this potential role goes certain responsibilities that, of necessity, must be met before any proposal can or will be considered. Many times I have been approached about a piece of equipment only to find that there is little or no information as to its condition, equipment, moveability, etc. This kind of a situation makes it impossible to render an intelligent decision. For the committee to function, it needs "information." This is precisely why the acquisition form was created and why each member submitting a proposal must use it and fill it out as completely as possible.

In many cases, inspection parties can be sent out to inspect the candidate to assess the true condition of a car or locomotive. But as many of these are at great distances and many of us have commitments of time in other areas, it would be beneficial to know that there

was sufficient information to warrant a serious inspection trip being organized for a more accurate evaluation.

In short you, the member, can have a part in what we acquire but you, the member, must also provide some of the effort in that potential acquisition.

Participate — it's the only way we can be successful.

Acquisitions/Dispositions Committee

**Frank P. Bifulk, Chairman**  
**Scott Heiderich, Vice Chairman**  
**Bob Ball** **Gary Heininger**  
**Tom Dimond** **Neil Howes**

## Conductor Hats Still Available

Pill-box style conductor's hats are still available at \$21.50 from member **Mike Buck**. These hats are acceptable for use on either the railroad or streetcar division. Available sizes are 7 $\frac{3}{4}$ , 7 $\frac{1}{2}$  and 7 $\frac{1}{4}$ . These hats are most difficult to obtain, so consider the possible future purchase.

**Important notice!** For those of you who have prepaid but have not picked up your hats, you must make every effort to do so by January 1, 1984. After that date you will be reimbursed by the museum and your prepaid hat will be offered up for sale.

**Mike Buck**



## Work Crews Needed Next Spring; Honeywell Donates Rails and Ties

The museum's new railroad at Stillwater needs much attention before we can begin using it regularly. Several hundred ties need replacement, drainage ditches and culverts need clearing or replacement, rail joints need servicing and, in some stretches, the track needs to be lifted and reballasted. Acres of brush must be cleared. The passing siding at Summit needs rebuilding, and we need to plan for another siding at Duluth Junction.

All this means, of course, that MTMers have the chance of a lifetime to get back into good physical shape, to learn things about their own bodies which they never suspected, and to learn the part-art, part-science skill of maintaining railroad track. It takes more than powder milk biscuits to do what needs to be done. It takes volunteers, numerous and often, to put this railroad (and themselves) back into shape.

Never doubt that Santa Claus wants MTM to have a railroad. Just when we were despairing of finding money to begin all this work, Honeywell, Inc. donated 105 lengths of 90-pound rail and about 850 good ties with fastenings. The only hitch was that it was spiked down in St. Louis Park, and

needed to be lifted and moved to Stillwater. That was when joy and agony of serious track work came back to me again with full impact.

Things fell into place, people showed up, it all got done, and we all had a good time doing it. John Jenson of Minnesota Transfer Railway lent us a spike pulling machine. We rented an air impact wrench to remove joint bolts. Honeywell donated the services to Murphy Rigging Company to load and haul the material. **Bill Campion** found a crane for the unloading. **Orville Richter** did the work of three men. **Art Pew** dusted off his skills as a track foreman. Several other members showed up at various times. Afterwards, I had my children walk up and down my back.

Thanks to the following who volunteered time to this project: **Bill Graham, Bill Campion, Bob Ball, Pat Campion, John Campion, Art Pew, Scott Heiderich, Karl Jones, Orville Richter, Herb Pinske, Bernie Braun, Phil Hanson, Steve Sandberg, Frank Sandberg, Wendell Gilkerson, Greg Koon, Blair Dollery, Bob McNattin, Walt Strobel** and others.



**Bill Graham prepared to loosen some rail from the siding so it could be hoisted onto the truck. Photos by Gene Corbey.**

We still need much more rail and ties and assorted parts to build the Stillwater line into an operating museum exhibit. We need to replace some of the main line and certainly build some yard tracks. If the museum can receive a donation of any track between 60 lb. and 115 lb., it would save the museum a lot of money. Currently, we have both 85 and 90 lb. rail installed on the site.

Of equal importance, once we secure some donated track, we must remove it from the donor's site quickly and efficiently. When you are called on to volunteer to tear up some track, please give willingly of your time. We have several labor-saving machines available to cut down on physical effort but we will need members to pick up the pieces and operate the machines.

After seeing our line several times, I think it is the most scenic and interesting tourist railway this side of Colorado. It has the potential to become one of the most outstanding historic preservation projects in the Midwest, one which we can all enjoy and be very proud of. Please sign up for track gangs next spring when your questionnaire arrives this winter, and please turn out for your assignments. Have a supply of Ben-Gay handy, look for a firmer mattress, and remember that we can't run trains without good track.

Thanks to Honeywell, Inc. for donating the materials we needed to get started, and to **Tom Jackson, Jim Strobel** and **Doug Hultgren** for arranging it. And thanks to all of you who lent a hand to get it moved.

**Bill Graham**



**A trucking contractor loaded rail removed from an abandoned siding in St. Louis Park onto a flatbed so it could be trucked to Stillwater for use on MTM's new railroad line. The rail and the move of the material was donated by Honeywell, Inc.**



## MTM Begins Stillwater Line Restoration

Since the Burlington Northern donation of the six miles of track to the museum on July 22, members have been busy examining and repairing sections of the track in anticipation of operations on the new line next summer. Under the direction of **Bill Graham**, two MTM work crews have repaired the two 50-foot "holes" in the line caused by water main contractors before MTM acquired the line. It is now possible to "hi-rail" the entire line.

There are a number of places where ties have to be replaced, a broken culvert repaired, a sunkink in the welded rail fixed, and some minor washout problems to be fixed before we can run a train over the whole line. Anyone wishing to help out the track gang is asked to contact either **Bill Graham** at 925-4806 or **Bill Campion** at 433-3745.

**Bill Campion** is MTM's General Manager of the Stillwater Line and anyone desiring to do anything involving the line should coordinate with Campion before proceeding. The County Sheriff is watching the line closely because of some thefts of our materials in recent weeks.

Many of us hope to get the line in shape during any remaining warm Saturdays this fall and then really tie into the track next spring so we can run our train there next summer and establish a presence on the line. Your cooperation will permit this to occur.

**Scott Heiderich**  
Museum Reporter



## TRAIN Convention Recap Next Issue

The 12th annual Tourist Railway Association, Inc. (TRAIN) Convention, hosted by MTM, took place on October 28, 29 and 30, several days after the news deadline for this issue of the **Minnegazette**.

We will bring you the full story of this great convention, complete with pictures, in the January/February **Minnegazette**.



Members Keith Anderson, Art Pew and Bill Graham were among those helping to lay new track at the museum's new Stillwater site on Sept. 24. Photo by Bob Ball.

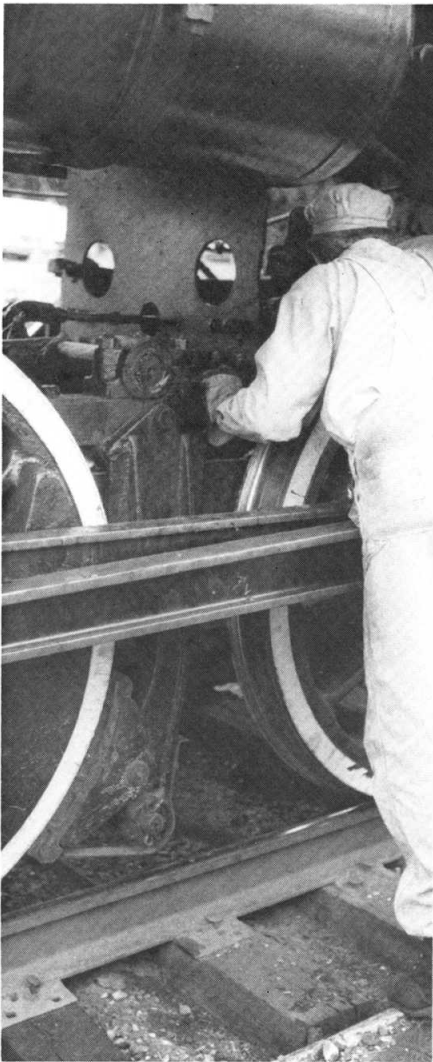


Janet Haviland learned how to get on and off a moving train at MTM's first training weekend at the Minnesota Transfer roundhouse on August 27-28. John Winter, right, was the instructor while Orville Richter was the student engineer. Photo by Bob Ball.

## Jesse James and 328 Ride Again at Northfield

MTM's second annual steam trip to Northfield on September 10 and 11 turned out to be a big success once again as the museum participated in that community's "Defeat of Jesse James Days" celebration. Although we did not set any attendance records, we did a brisk business and many members had an enjoyable experience.

Except for a few minor incidents, all went according to plan. Our ex-N.P. steam engine 328 ran very well and, except for the failure of the air conditioning caused by a faulty diesel generator, our passenger cars operated well. The weather was good and not hot enough to make air conditioning mandatory. Our Friday excursion to Northfield was practically sold out and many members enjoyed the trip back to St. Paul on Monday as well.



Bob Ball greased 328 at Northfield. Photo by Dawn Holmberg.



Eager crowds awaited the departure of the 328 steam train in Northfield on Sept. 10 and 11. Photo by Bill Graham.



The 328 steam train entered Mendota Heights on Sept. 9 enroute to Northfield for "Defeat of Jesse James Days" operations. Photo by John Prestholdt.

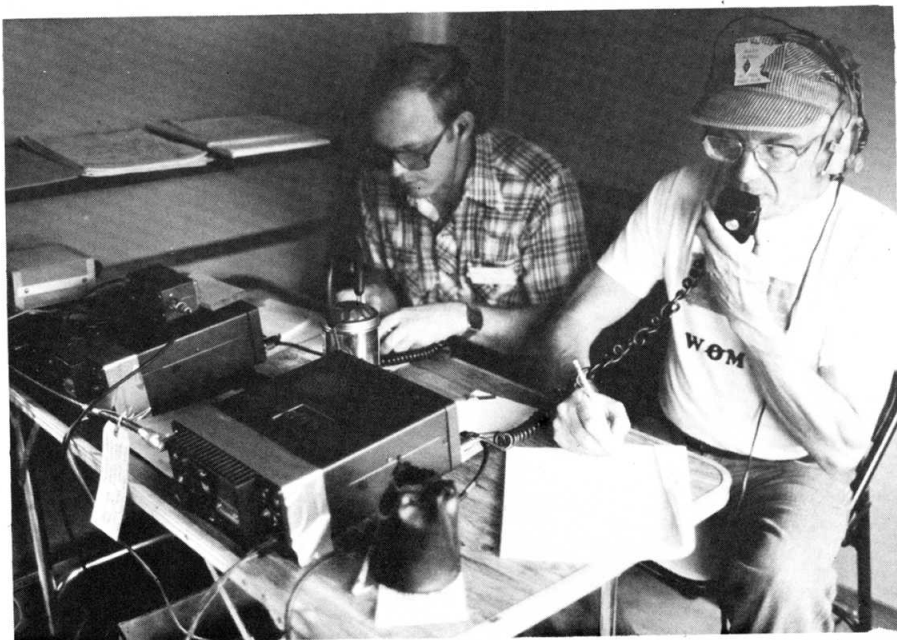
## Radio Club "Fills the Air" at Northfield

Some of the busiest people at MTM's steam train operation during "Defeat of Jesse James Days" at Northfield on September 10 and 11 were the "radio people," a group of radio operators from the St. Paul Radio Club, Inc.

The club established a "Special Event Station" called KØAGF to transmit and receive signals from the railroad mobile station. KØAGF made 473 mobile contacts during the two days of steam train operations.

The club set up three stations using TS-120S and TS-130S transceivers with Hustler mobile antennas mounted on the roof of MTM's restored ex-Great Northern coach No. 1096. The members operated their base station out of the kitchenette on 1096 and used 12 volt automobile storage batteries for power.

Even with the special antenna (which consisted of a mast and resonator clamped to 1096's grab iron on the roof), the club was told that many more stations tried to call the Special Events Station but without acknowledgement. This was due to "noise" on the line (when the train was in motion) caused by friction bearings, steel wheels rolling on steel rails and by the rubbing of the iron couplings between the cars.



Radio operators Walt Johnson (WØQQB), left, and Marv Mahre (WØMGI) looked for contacts with fellow operators on the 75 meter and 40 meter SSB positions, respectively.

MTM thanks the St. Paul Radio Club for "broadcasting" the word of its Northfield operations to all of the electronic ears that were listening in.



N.P. 328 steam train, with Special Event Station KØAGF aboard in readiness, prepared to leave the depot in Northfield on one of its 7-mile passenger trips to Comus. Photos by John Perrone (WØWIK).



Radio club members Marv Mahre (call letters WØMGI), left, and Geb Gebhardt (WØGRW) mounted the mast and resonator on the grab iron on the roof of coach 1096. Mahre also is an MTM member.



## Lilydale Runs Overcome Derailments, Weather

The schedule read: "The MTM will offer steam train rides to the public on Saturday, October 15 and Sunday, October 16 from 10 a.m. to 5 p.m. at Lilydale, across the river from downtown St. Paul." However, a not so funny thing happened when our train tried to leave the Raymond Av. yard in the Midway district of St. Paul.

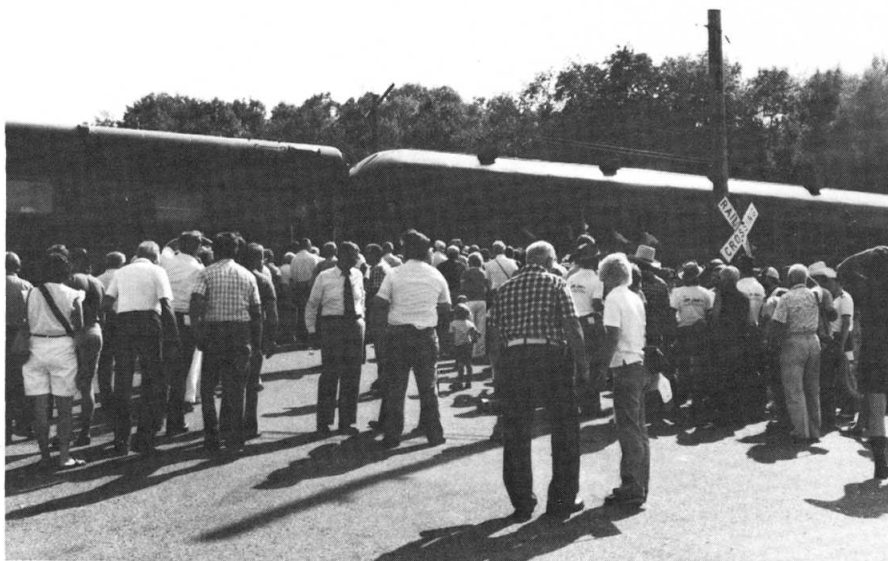
A Soo Line freight train entered the yard and succeeded in derailing right along side our waiting train! In fact, the derailed cars were inches from our N.P. caboose and several of our crew

actually "joined the birds!" By the time the mess was cleared up and another delay waited out just across the river from our intended operating site, it was 2:30 in the afternoon.

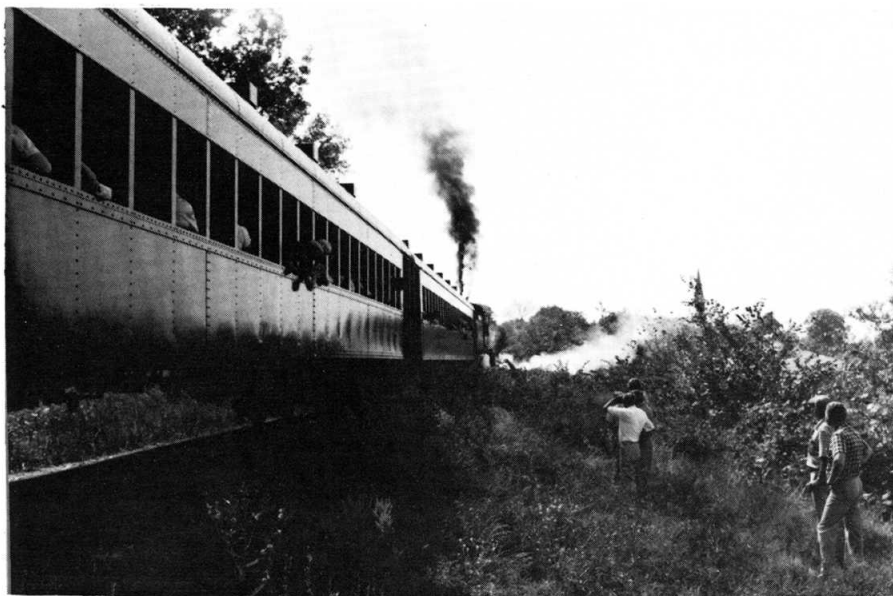
Saturday's weather was cold and rainy and few passengers were waiting our arrival anyway. The weather did us in again Sunday until late afternoon when the sun finally showed and the people started to arrive. An enjoyable ride was provided to those hardy souls who came out and our members got some good training so

the weekend was a success in that respect. It sure would be nice to control the weather and all mechanical events when we go running.

Once again, thanks to our hard working mechanical people, our train equipment worked very well indeed. We are now looking forward for the TRAIN Convention and are hoping for nice warm weather and sunny skies. That would provide a fine cap to a good railroad operating season.



Loading passengers at Mendota for the trip to Northfield on Sept. 9. Photo by Dawn Holmberg.



MTM steam train passed through Mendota on Sept. 9 enroute to Northfield. The two Rock Island 100-seat commuter coaches were nearly full on this run. Photo by Dawn Holmberg.



Coach attendants Martin Withuski, left, and Tom Neuhaus aboard one of the "Rock" coaches on Sept. 9. Photo by Dawn Holmberg.



## Northstar to Run Weekends

Amtrak's Twin Cities-to-Duluth Northstar passenger train went from a daily schedule to weekends only (Friday, Saturday, Sunday) on October 30 for the winter. The train will return to a daily schedule when daylight saving time begins again on April 29, 1984.

## E.R.M. Special to Members

By action of the museum's board of directors, MTM members can now purchase copies of *The Electric Railways of Minnesota* at the special price of \$23.80 which includes Minnesota sales tax, postage and handling. The normal price of this book at book stores is \$29.95 plus tax.

Written over a 20-year period by MTM member **Russell L. Olson** and published in 1976, this book is the authority on the many electric lines and those intended electric lines that operated in Minnesota and North Dakota.

Among the electric lines covered in detail within the 560 pages and pictured in over 700 photographs are Twin City Rapid Transit Co. (Minneapolis & St. Paul), Duluth-Superior Traction Co., Fargo & Moorhead St. Ry., Granite City Ry. (St. Cloud & Sauk Rapids, Minn.), Winona Ry. & Light Co., Mankato Electric Traction Co., Wahpeton-Breckenridge St. Ry., Stillwater St. Ry., Brainerd Electric St. Ry., Grand Forks St. Ry., American Traction Co. (International Falls), Anoka St. Ry., Valley City (No. Dak.) St. & Interurban Ry. and Capitol Car Line (Bismarck, No. Dak.).

Among the electric interurban lines documented are Mesaba Railway Co. (Hibbing to Gilbert, Minn.), Minneapolis, Anoka & Cuyuna Range Ry., St. Paul Southern Electric Ry. (Inver Grove to Hastings), Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co. (Dan Patch Electric Lines Minneapolis to Northfield), Electric Short Line Ry. (Luce Electric Lines Minneapolis to Hutchinson) and Minnesota Northwestern Electric Ry. (Thief River Falls to Goodridge, Minn.).

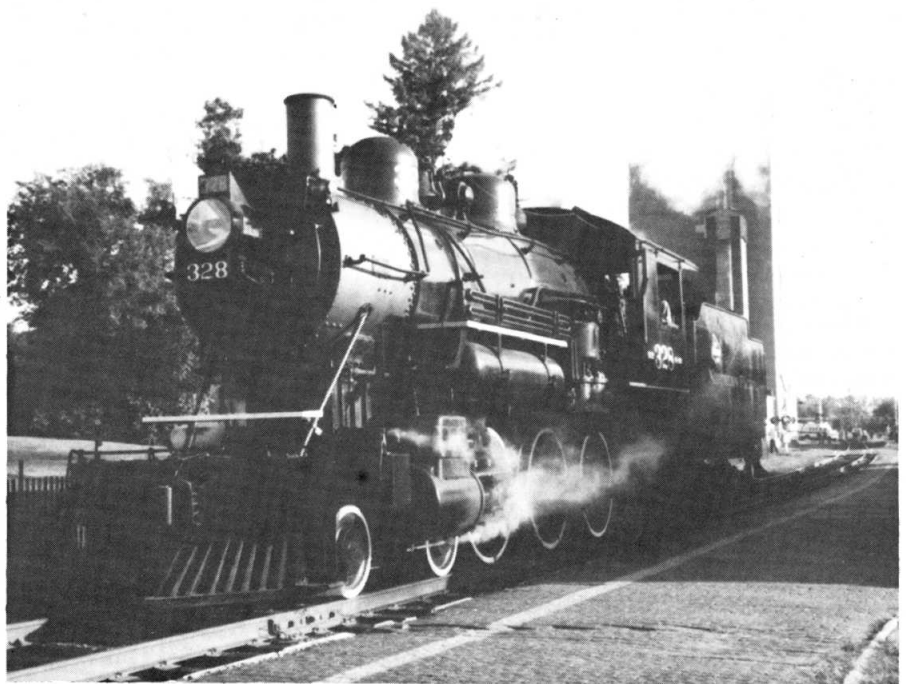
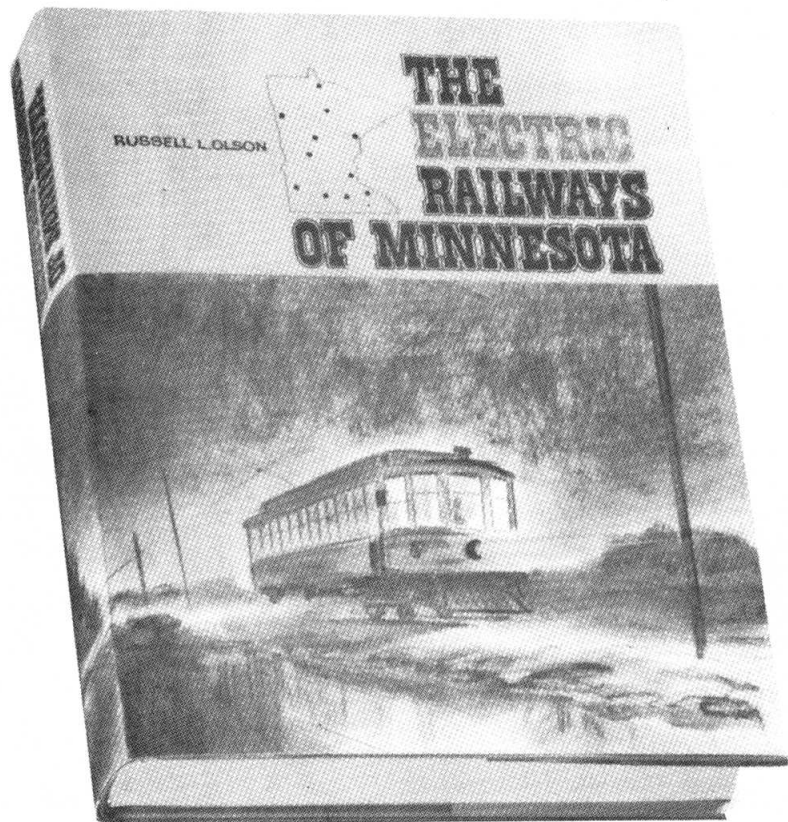
The book also covers electric industrial railways, iron ore mining electric railways, streetcar construction companies, and a brief history of MTM and the restored Como-Harriet Streetcar Line.

To obtain a copy of *E.R.M.* for yourself, your spouse or relative, send a check or money order made out to the Minnesota Transportation Museum for the amount of \$23.80 to:

**George K. Isaacs**, 682 W. Sextant Av., St. Paul, MN 55113.

I will get the book into the mail on the next working day after receiving your payment.

**George K. Isaacs**  
Book Sales



N.P. engine 328 and tender prepared to couple up with its coaches at Northfield on September 10. Photo by Gary Katzenmaier.

# Como-Harriet's 13th Season Winds Down

Members of the museum's Traction Division have come through a summer of challenge with flying colors. Certainly, this year would not pass uneventfully. Weather, equipment, right of way—all tested our members mettle and, in all tests, we did come out well.

From an overabundance of rain in May and June to an overabundance of heat in July and August, the streetcars of the Como-Harriet Streetcar Line performed yeoman service. All our success comes from the operations and maintenance staff; operator's care and sensitivity to equipment age, and car/line maintenance; people—those who help out so that we have a line to operate over, and equipment safe to operate.

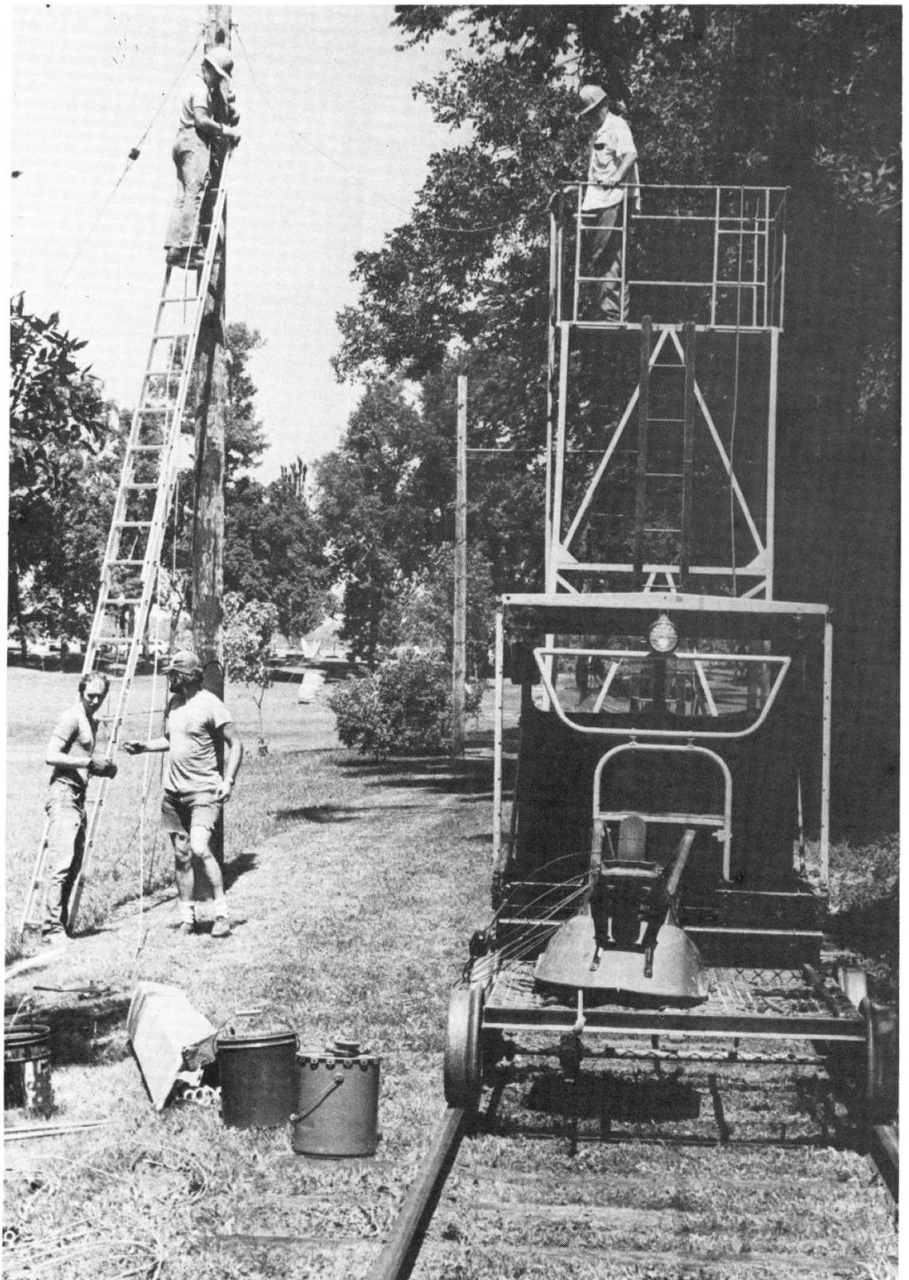
The Traction Division currently has 85 certified operators. In addition, there are over 30 people (including operators) who are in vehicle and line maintenance. Vehicle maintenance people are geared into either electrical/mechanical or structural. Line maintenance provides work experience in the areas of track, overhead, and lawn and garden. That we continue and that we exist, is due to the people of maintenance. We continually look for new people to become a part of maintenance. There is a prerequisite, however: a sincere desire to participate! That's it!

As this issue of the **Minnegazette** went to press in mid-October, the ridership at the Como-Harriet Streetcar Line was as follows.

	1983	1982
Regular	37395	42673
Charter	2893	3326
Totals	40288	45999

The grand total for all years of operation (since August 28, 1971) is 561,640 passengers. **John Prestholdt**, division statistician, indicates that the 1983 passenger count will rank this year's operation around 10th place. To all who have contributed; cashiers, scheduling people, operators, maintenance people, foremen and superintendents, a tip of the motor-man's hat for a job most well done.

**Mike Buck**  
Vice President, Traction



If you visited the Como-Harriet Streetcar Line site on almost any Saturday this past summer, the above scene was a common sight. The MTM line maintenance crew added new span wires, support wires and tightened or replaced old wires. In this scene near the archery range curve, members Nils Halker (on ladder against pole), Bill Cordes (on tower car), Terry Warner, left, and Greg Olson added a new support wire to the overhead. Photo by Mike Buck.

## Correction

The two **Bob Ball** photographs that appeared on pages 12/13 and 14 in the last issue of the **Minnegazette** had their captions reversed. The large photo on pages 12 and 13 pictured the 328

steam train approaching Lake Elmo when it was returning from an excursion to Bayport on July 23. The photo on page 14 showed the train near Rice Creek in New Brighton on June 26.



## Official 1940s TCRT Uniforms

The museum has found a Twin Cities tailor who can manufacture authentic early 1940s Twin City Rapid Transit Co. streetcar motorman's uniform coat and pants. The material is an oxford gray lightweight cloth, the same material used by the street railway company.

The coat has leather on the cuffs and lower pocket and sells for \$140. The pants will have a watch pocket and sell for \$45. Both will sell for \$179. However, the more uniforms that are sold, the lower the price will be.

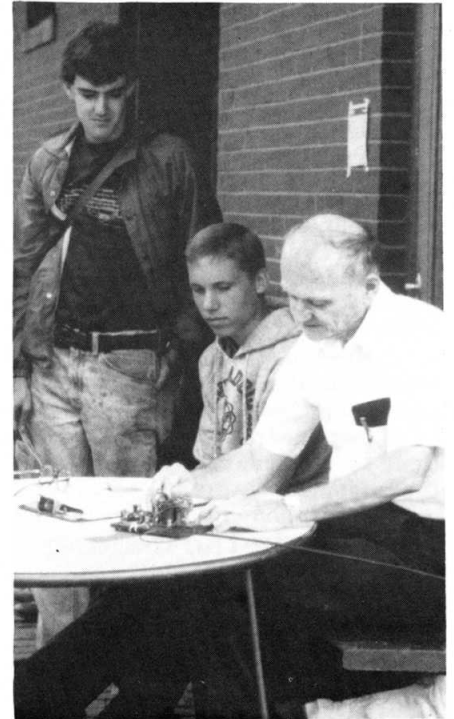
The uniforms will be made by the Milbern Clothing Co., 1685 University Av. (on the old Interurban streetcar line), St. Paul, MN 55104. All transactions for these uniforms are to be made directly with Milbern.

Those interested in either or both items are urged to go to Milbern soon and be measured. The uniforms will take at least four months to be manufactured. That way you will be ready in plenty of time to "look the part" when streetcar operations resume next spring.

If you have any questions, please call Gene Corbey at 488-5254 (evenings) or 861-7678 (weekdays).



"Don't turn on the power yet!!!" Wire crew members Greg Olson, left, and Bill Cordes paused in their labors from their high perch. Photo by Mike Buck.



Member Bill Marshall demonstrated the use of a telegraph at the Northfield Depot on September 10. Photo by Bill Graham.

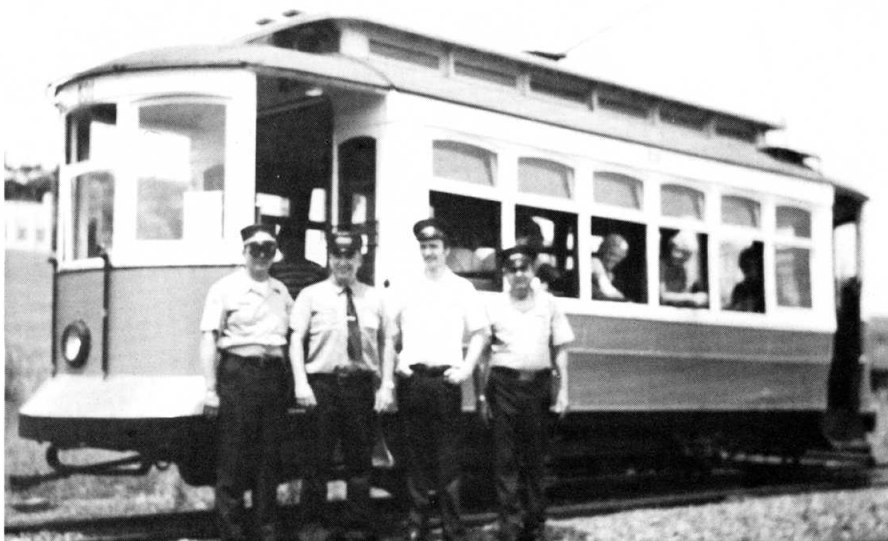


## Claude Newman

Claude J. Newman, of Golden Valley, the well-known model railroad hobbyist and owner of the Woodcraft Hobby Store at Bryant and Lake in Minneapolis and at other Twin Cities locations, passed away on October 19 at the age of 70.

Although Claude was not an MTM member, he certainly was an honorary one. For years Claude hosted a Saturday hobby craft show, sponsored by his store, on WCCO-TV, channel 4. On several occasions Claude invited MTM members on his show to tell viewers about streetcar 1300 and the Como-Harriet Streetcar Line. He unselfishly gave up his valuable commercial time so that the museum could spread the word about its growing activities.

His contribution to the museum during its start-up years in the late 1960s and early '70s, via his television show, was invaluable. He will be missed by viewers, members, model railroaders, his family and many friends.



Some MTM streetcar motormen got a change in scenery this summer when they operated ex-Lisbon, Portugal narrow-gauge tram No. 531 on the Depot Square line in Duluth. From left, Bill Graham, Roy Harvey, Terry Warner and Gene Corbey.

## Montana Celebrates N.P. Last Spike Centennial

For a brief four days, the glory days of steam railroading were relived in Deer Lodge, Montana in late August as the centennial of the completion of the **Northern Pacific Railroad** was observed.

An 1880s vintage 4-4-0 steam locomotive and its tender were trucked from the California State Railroad Museum in Sacramento to the Grant-Kohrs Ranch National Historic Site at Deer Lodge, Montana. There it was placed on a half-mile of old Milwaukee Road trackage. Thousands of photographs were taken as it rolled up and down the tracks and took part in daily reenactments of the driving of the last spike.

### 40 years in the making

Concept for a northern cross-country railroad traced its roots back to the 1840s. In 1864, President Abraham Lincoln signed a bill chartering the Northern Pacific Railroad Com-

pany and authorizing it to construct the line. After some financial delays, the construction began with the driving of the first spike at Thompson's Junction, Minn., near Duluth, in February 1870. In the years that followed, more delays hindered the construction of the line such as the financial panic of 1873, financial finagling, political intrigue, Indian threats, geographical barriers, corporate infighting and power struggles. But by the summer of 1883, the rails from east and west were ready to be connected.

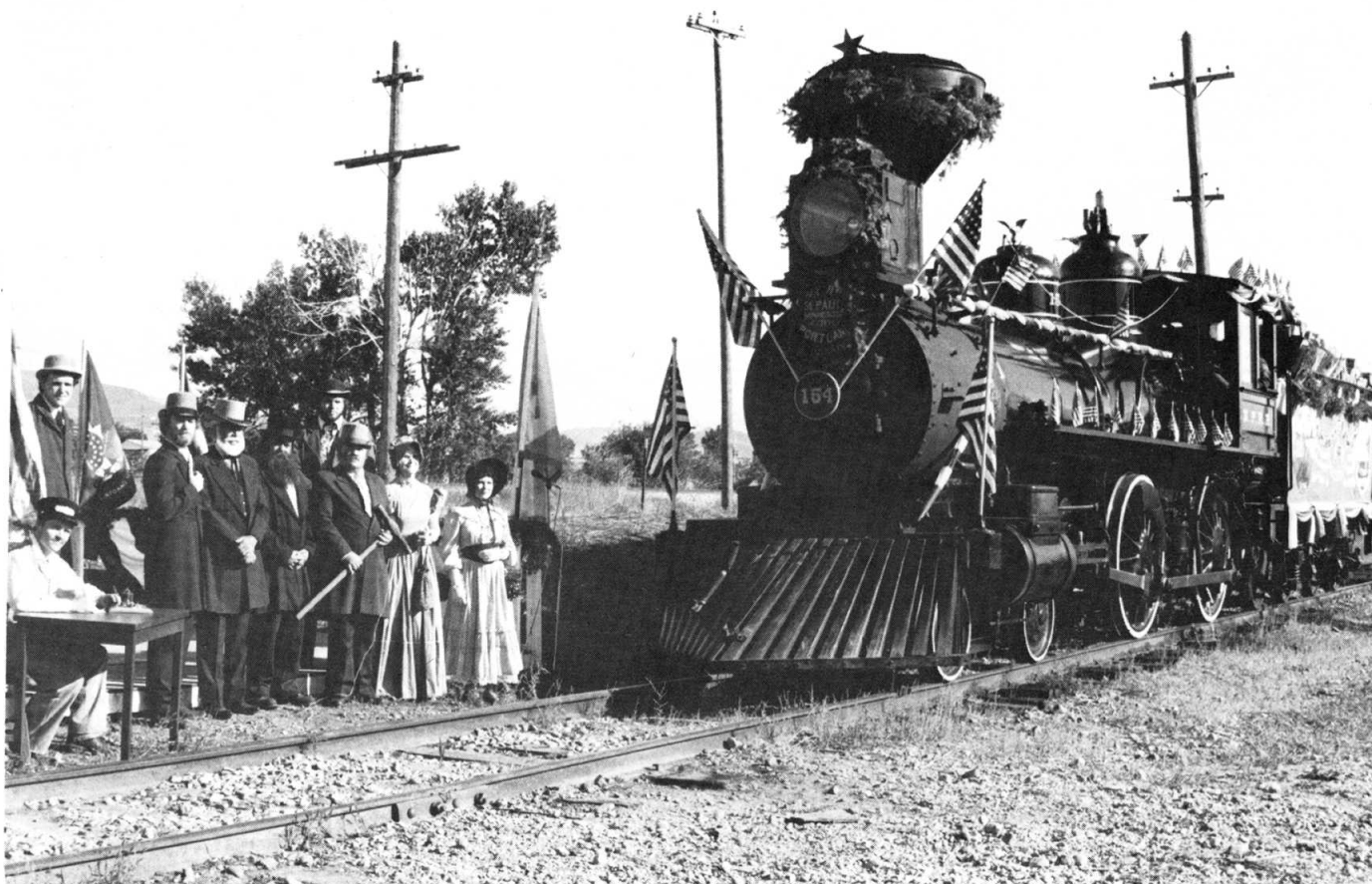
### When the trains ran ahead of schedule

At least once in Montana history, the trains ran ahead of time — more than *two weeks* ahead. It happened on August 22, 1883, when the *actual* last spike was driven to connect east and west on the Northern Pacific's northern transcontinental line from Lake Superior to Puget Sound.

On August 21, Helena residents were advised of the pending completion. A special train was made up and departed Helena at 6:30 a.m. on Aug. 22. The train included the pullman coach, "St. Paul," and two cabooses. At Elliston, the car of General A. Anderson, Chief Engineer, was added. Then at Avon, the Anderson car and everyone crowded into the two cabooses.

By noon the special rolled into Garrison and a few miles later they arrived at the end of the westbound tracks. Passengers walked briskly to the last spike site at Independence Creek near Gold Creek. Track laying crews were about two miles apart and rapidly closing the gap.

The Helena Weekly Herald reported "It seemed but a little while till the tie men hove in sight — those from the west first, and fifteen minutes later, those from the east. Then followed the rail-layers in the same succession,



Memories are made of this: American Standard 4-4-0 steam locomotive No. 159 with its bell, steam, smoke and whistle at the Last Spike Reenactment at Deer Lodge, Montana in

August, 1983. The sign below the headlight reads "N.P.R.R. St. Paul, Minnesota to Portland, Oregon." Photo by Paul Fugleberg.

those from the Pacific direction appearing from behind a curve a quarter of a mile away, followed quickly by those from the Atlantic, around another bend, nearly a half-mile distant."

The western crew had risen an hour earlier that morning to get a head start. It paid off. At 2 p.m., the west crew reached the center point. The crowd responded with lengthy, loud cheers. The east crew finished a half-hour later.

The time was at hand for the "actual" last spike driving. Some 600 workmen and several hundred spectators watched as the last lengths of rail were cut to fit the gap — three feet off one rail, five feet off the other. Then a large circle was formed so all could see. The final spike was driven home in two blows — one by M. T. Fitzpatrick, the other by Michael Gilford, foremen of the two tracklaying crews.

The Herald proclaimed "The great railroad is finished. There is complete passage way by the Northern Pacific from ocean to ocean. Montana shouts the glad news, and the country rejoices from end to end." However, the glad news was more of a whisper.

The early completion posed a problem to Northern Pacific management. Railroad president Henry Villard had arranged a glorious "Gold Spike Excursion" bringing four trains from the east and one from the west to witness the driving of the last spike near Gold Creek, Montana Territory on September 8, 1883. Some of the 400-plus guests were coming from England and Germany and would be riding in some of the most elegant rolling stock on wheels.

The guest list read like a "Who's Who" such as former U.S. President, General Ulysses S. Grant, journalist Joseph Pulitzer, governors from states and territories served by the N.P. and many more. Because of these plans, the actual linking of east and west on Aug. 22 wasn't given to the eastern media.

Although tracks were in place, Gold Creek wasn't the easiest place to reach. In fact, it was downright dangerous. Tunnels through Bozeman and Mullan passes were not yet complete so steep, twisting, temporary switchbacks were constructed up and over two mountainous passes.

Two mishaps delayed the "official" spike driving ceremony by a day. A rail turned as the lead section of the Iron Horse caravan rounded a sharp curve on the Bozeman Pass switchback and set part of Villard's train on the ground. No one was hurt but the trains were delayed several hours.

Next, it was General Grant's section's turn. On the Mullan Pass switchback a coupling snapped. Some cars in the back part of the train separated from the front half and rolled backward down the four degree grade into the engine of the following section. The British minister and seven of his staff were shaken, none seriously. But the car was seriously damaged. More delay.

In the meantime, 3,000 to 5,000 people converged on the Gold Creek site. Following speeches by N.P. officials, visiting guests and General Grant, the race began (again) between track laying crews from east and west to see who would be the first to reach the last spike site. The east crew's rail car was pulled by a large black horse, just as he had done since leaving Mandan, Dakota territory. The west's car derailed enabling the east track laying crew to win this time.

Finally, it was time for the driving of the last spike. The consensus is that the first and last licks were administered by H. C. Davis, the man who had also driven in the first spike at Thompson's Junction in 1870. The spike also was the same one he had driven in Minnesota 13 years earlier. Davis' official status is unclear. He has been identified as "a general utility man for the N.P. traffic department," "assistant general passenger agent for the N.P." and as an 1883 employee of the St. Paul, Minneapolis and Manitoba Railroad.

The last spike event was wired for instant news coverage, 1883-style. The spike and maul were connected by a copper wire to a single strand of telegraph wire. As contact was made, a signal was sent racing eastward and westward to inform the distant public of the great happening.

But nature intervened. Just as the last spike was struck, lightning hit a telegraph pole near Billings and broke the connection. The signal did reach St. Paul where it triggered a cannon shot which set off a chain reaction of pealing church bells and blowing steam whistles.

New York and Boston never received the signal. But the mission had been accomplished. The Northern Pacific Railroad had opened a doorway to a vast new frontier with a ribbon of steel that tied east and west.

## 100 years later

From August 22 through 25, 1983, the notable figures from 100 years ago were portrayed daily by Utah's Golden Spike Players, local actors and volunteer "governors" drawn from each audience. Even the big black horse that pulled the iron car 750 miles from Mandan was portrayed in the reenactment. While original speechmaking took more than three hours that Sept. 8, 1883 afternoon, the centennial reenactments were condensed into 25 minutes. However, excerpts of the speeches were taken from the original last spike ceremony.

By Sunday night, Aug. 28, the centennial celebration itself had become past history. Its impact, however, will linger long. All who attended will remember No. 159, that 4-4-0 steam locomotive as it chuffed, chuffed, puffed up and down the tracks, whistle wailing, flags flying, steam hissing, bell clanging and black smoke belching upward.

A final Last Spike Centennial event was the issuing of a special hand cancelled postal cachet at the Gold Creek, MT post office on all mail sent from there on Sept. 8, 1983. A special railroad exhibit commemorating the centennial will have a permanent display in Deer Lodge, Montana.

**Paul Fugleberg**  
Publicity Coordinator  
Last Spike Centennial Committee





## Letters—Minnesota Transfer Railway Engines

I recently joined the MTM as an Associate Member, mainly because of my interest in your activities with the streetcars and the 328. I was a member of the MRA (Minnesota Railfans Association) while in college, and I recall riding an MRA trip behind 328 about 1949, and I was around when the 1300 was saved. So it has been a fine experience to return to Minnesota and see these two resurrected.

Since settling in Colorado, I have acquired a fair photo collection of old steam negatives, mostly Santa Fe and other southwestern railroads. However, I recently got three Minnesota Transfer negatives from a fellow who was a little unhappy to find that "M.T.R.Y." did not mean Midland Terminal (a mining road from Colorado Springs to Cripple Creek until 1949). He was happy to unload them, and I was happy to get them, as I grew up in St. Paul and used to visit the Minnesota Transfer Roundhouse as a small boy.

I thought perhaps you could use these photos of MT switchers in the Minnegazette sometime. They were taken about 1930 by William Moneypeny, who was a fine locomotive photographer in the good old days of locomotive picture swapping.

Some data on these engines:

#10: Built by Alco in 1906, builders #41354

#13: Built by Alco in 1907, builders #44162

These two were built for the MT new as I understand, but they appear to be very similar to switchers built for the NP about that time, and I suspect they may have been built from NP designs.

#21: There is no doubt that this was a GN engine. In fact that is how I came to get the negatives - one look and I knew it wasn't a Midland Terminal engine! This one was a GN Class C-3, #883, built by Brooks in

1903. The headlight, Belpaire firebox, New York air compressor, and beaded cab side show the GN origins.

I believe these photos were taken at the MT roundhouse on South Cleveland, although I was unable to spot any landmarks to be sure.

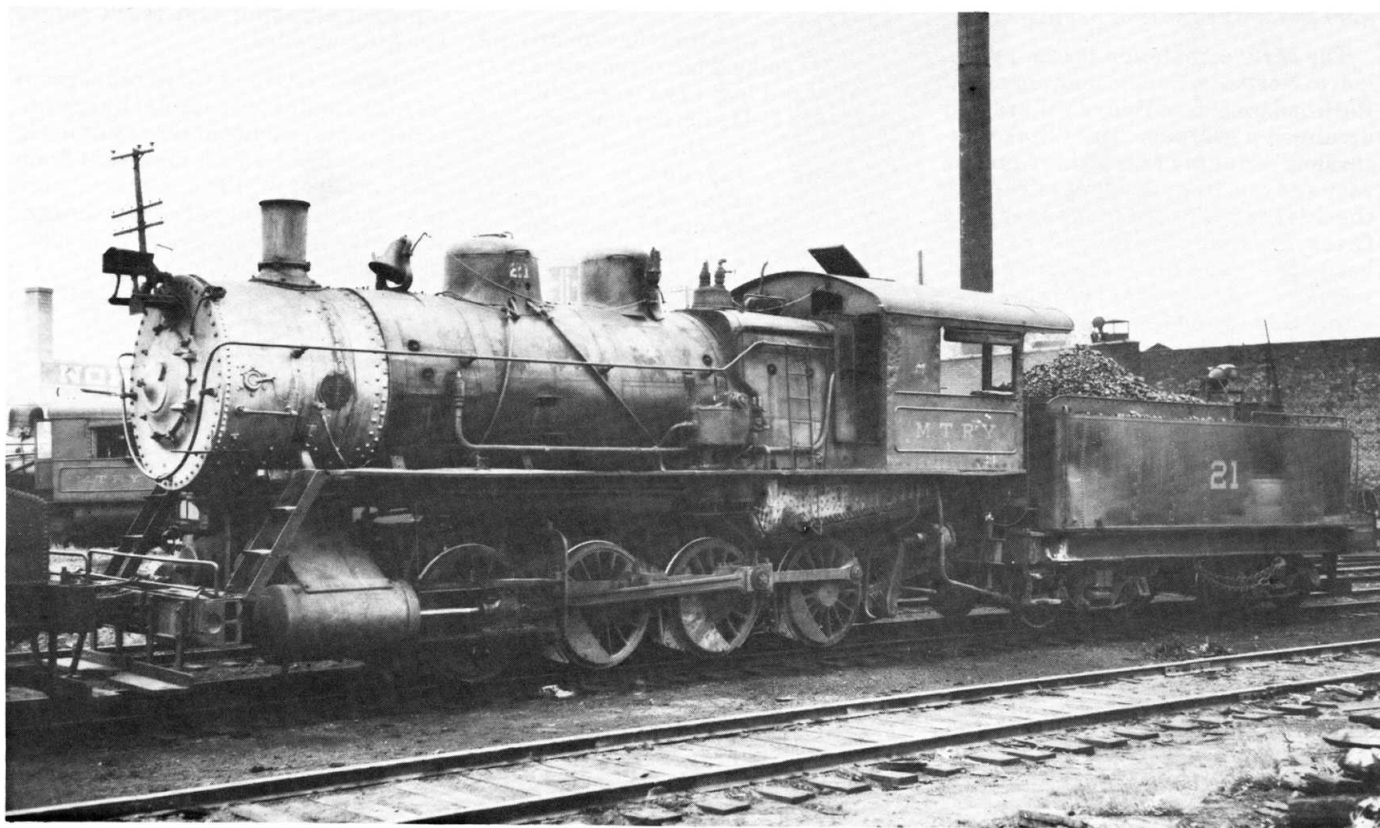
Please use these if you can, or file them for future use.

Sincerely,

**Gordon C. Bassett**  
Colorado Springs, CO 80910

## Thanks for Streetcar Parts

The MTM wishes to thank **Gerry Zeck** of Minneapolis for his gift of some streetcar seat parts. The gift was received by **Phil Epstein** in behalf of the museum.



Minnesota Transfer 0-8-0 steam switch engine No. 21 in the yards in 1930. Photo by William Moneypeny; Gordon Bassett collection.



Minnesota Transfer 0-6-0 steam switch engines No. 10 and 13 in the yards in 1930. Photos by William Moneypeny;

Gordon Bassett collection.

## C&NW Right-of-way for LRT Talks Continue

Streetcars to Lake Minnetonka again? The Hennepin County Regional Rail Authority is steadily moving in that direction.

The Hennepin County Board is negotiating with the Chicago & Northwestern Transportation Co. to buy 8 miles of abandoned C&NW railroad right-of-way between downtown Minneapolis and Hopkins. The county already owns 16 miles of the right-of-way from Hopkins to Victoria in Carver County. The county then could use all or part of the 24-mile line, known as the Southwest Corridor, as a light rail transit line if studies conclude that it is feasible.

Hennepin County created the Regional Rail Authority in 1981 under a new state law that allows counties to establish such authorities to buy and operate transit lines.

Hennepin County purchased the first 16 miles of the C&NW right-of-way for \$1.5 million, or almost \$100,000 per mile, in 1981. However, the last 8 miles will cost an estimated \$3.5 million, or almost \$500,000 per mile, according to Hennepin County estimates. The county and the C&NW are still negotiating the final price. An agreement is expected next year.

The county feels that it must purchase the right-of-way first and as soon as possible. If the right-of-way was sold to adjacent land owners and then purchased later, the total cost from individual land owners could be as high as \$40 million, or \$5 million per mile.

Although the latest studies have not yet concluded that the southwest cor-

ridor is feasible, or the best corridor available, the county wants to have the entire corridor available to the LRT developers if and when it becomes feasible. If the right-of-way is rejected as an LRT corridor, the county can sell the land and easily recover its money.

If an LRT line is built the entire 24 miles, the following communities would be served along the former C&NW right-of-way: Minneapolis, St. Louis Park, Hopkins, Minnetonka, Deephaven, Greenwood, Excelsior, Shorewood and Victoria.



An example of some overhead wire work is evident from this view taken from the William Berry Bridge. Duluth car 265 was headed back to Lake Harriet Station (in reverse) as motorman Loren Martin watched the voltage meters signaling cuts in power by the conductor when the car approached switches. Photo by Mike Buck.





## Reflections on the Interurban Line — Part 2

As a younger boy in the 1930s, my rides over the Interurban line were infrequent as we did not live near it, but I was always fascinated by these rides whenever I did have the chance to take them. A favorite trip of mine would be to go between the downtowns of both cities riding the Interurban line (**To Minneapolis** or **To St. Paul**) in one direction and the **Como-Harriet** in the other.

The Interurban line impressed me because it seemed "different," not running down tree-lined avenues bordered with homes on either side. The Interurban line was nearly always in a commercial district or an industrial area. The line was hilly, too, whereas Lake Street in Minneapolis, near my home, was pretty flat. The motors on the Interurban cars would hum with full power on the climb leaving the Mississippi River bridge up the University campus hill and again on the long climb up the University Av. SE. hill to the St. Paul city limits. Once in St. Paul it was downhill to the triangle just west of Franklin Av., then uphill again to Raymond Av.

I remember well the long, narrow overhead viaduct across the Minnesota Transfer Railway tracks between Cleveland and Prior Avenues. As a boy, the Interurban cars seemed to me to be up so high in the air as they crossed over this long viaduct. From Prior Av. it was a gradual rise all the way to Griggs St. and then a sharp drop down two blocks to Lexington Av. Again it was a gradual rise all the way to Dale St., a drop down to Western Av. and another climb back up to Rice St. Then it was down the long Wabasha St. grade into downtown St. Paul and finally, turning off Wabasha St. onto 5th St. down the very steep 5th St. hill, perhaps the steepest grade on the Interurban line.

### Interurban detour

On one of my rides over the Interurban line, this time westward, I was quite surprised when we reached Prior Av. to see our car turn northwest from the intersection onto a double-track private right-of-way around the north side of the Minnesota Transfer Railway office building, curving west again and crossing the railroad yards at grade level. A flagman flagged our car across the sets of railroad tracks. Once across the railroad tracks, the private right-of-way curved to the southwest

and came back out on University Av. east of Vandalia St. We passed an eastbound **To St. Paul** car on the curve between the railroad yards and Vandalia St.

The overhead viaduct across the Transfer was being dismantled preparatory to the start of construction of the new underpass. Interurban cars used the "shoo-fly" until the University Av. underpass was opened. I cannot remember what year this was, but all daytime service on the Interurban line was with gate cars and the 6th Av. N. service was still operating. (The 6th Av. N. thru-routing was discontinued in 1940.)

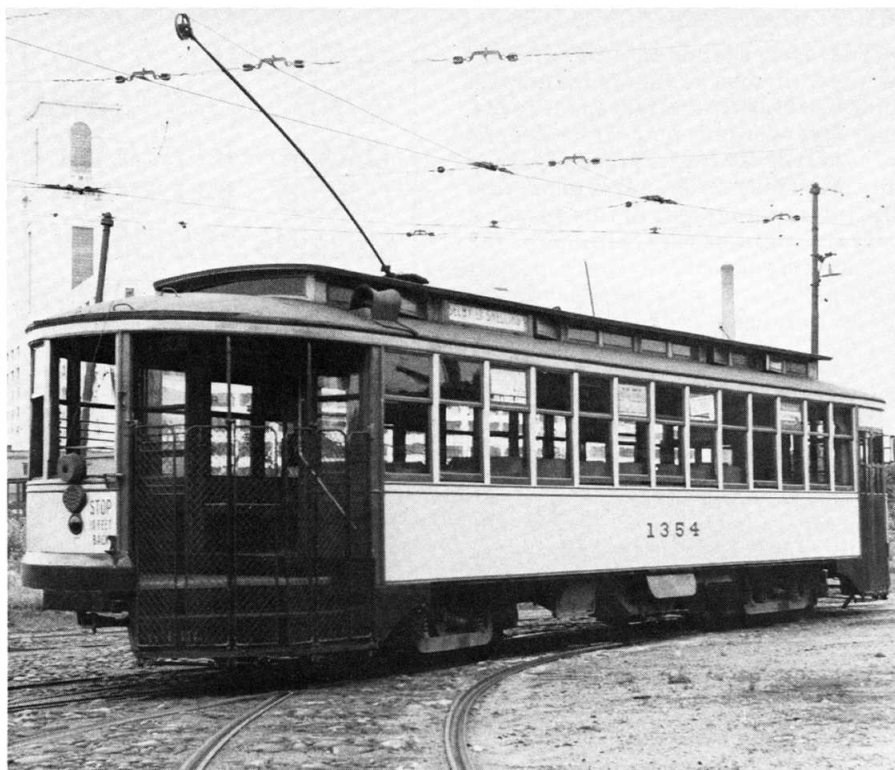
### 6th Av. N. thru-route

Of westbound cars, every *other* car carried destination signs turned to **To Minneapolis-6th Ave.** and continued west from downtown Minneapolis out 6th Av. N. (today known as Olson Highway) to Russell Av. N. The other westbound cars carried **To Minneapolis** destination signs and wye'd at 5th St. and 5th Av. N. All eastbound cars carried **To St. Paul** destination signs unless they were Snelling Station cars wying at Emerald St. between the

cities, in which case they had a destination sign reading **City Limits**.

Sixth Av. N. was a narrow street in its streetcar days and quite different from the wider Washington and University Aves. Sixth Av. cars turning due west off N. 5th St. went past the produce markets and climbed the hill up to N. 7th St. where they crossed the **Chicago-Penn**, **Chicago-Fremont** and **Robbinsdale** streetcar lines. They continued west over gently rolling grades for 18 blocks to Russell Av. through an area of modest homes. At the end of the line, cars pulled west across Russell Av. and then backed south onto Russell for their layover before turning east back onto 6th Av. N. for their return to St. Paul. It was at this intersection of 6th and Russell Aves. N. that was the westernmost point cars from Snelling Station ever went in regular service.

Until the later 1930s, all the cars on the Interurban line were gate cars. I used to like to ride out on the open back platform. University Av. was so wide one could easily see long distances down it, especially when near the top of one of the hills. Headway between cars was close and there were always other cars in view in both directions.



Gate car 1354 at Snelling Station in July 1941. This type of car was standard fare on the Interurban line in the 1930s and 1940s. Gate cars could only be operated in two-man configurations. Photo by Frank E. Butts.

The earliest I can remember, **Merriam Park** cars "wyed" on University Av. at Prior Av. and backed onto the leg west of Prior parallel to the viaduct over the railroad tracks. It was on this leg that **Merriam Park** cars took their layover. However, in the late 1930s, **Merriam Park** cars wyed at Oakley Av. and Prior and then backed down Prior to University Av. **Merriam Park** trackage never was connected to the Interurban line and **Merriam Park** pull-ins went to Snelling Station with **Selby to Snelling** destination signs via Prior, Marshall, Fairview, Selby and Snelling.

The track connection to the Hamline Av. line off Interurban tracks on University passed to the north of the westbound passenger safety island at Prior Av. and then swung onto Prior. This particular safety island had tracks on both sides of it. It was unusual in this respect. There was a crossover between the westbound and eastbound Interurban line tracks just east of the switch to the connecting track to the Hamline Av. line. I believe pull-outs from Snelling Station on the **Hamline-So. Robt.** line came west on University Av. to this track connection to get onto the Hamline trackage. The earliest I can remember, the **Hamline-So. Robt.** cars wyed at Charles St. and then backed down Prior Av. to University Av. to take their layover.

The safety islands on University Av. were continuous for the approximately nine blocks between Dale and Rice Sts. and were open only at the intersections to permit motor traffic to cross University Av. This had the effect of making the Interurban tracks in this stretch a private right-of-way although the tracks were paved with brick paving blocks. This was an unusual layout for street running and the only place on the TCRT system where this was done.

## Busy Snelling Station

I remember my mother used to shop frequently in the 1930s at Montgomery Wards' huge retail store on University Av. just east of Pascal St. She drove the family car from our south Minneapolis home and parked in Wards' off-street parking in front of the store on University. I don't remember very much about the inside of Wards' store because I always elected to remain outside to watch the passing parade of Interurban cars on University Av. Snelling Station was right next door to Wards and I enjoyed nothing better than walking the perimeter of Snelling Station and Shops. I was impressed by

the size of the place — it was so much bigger than Lake Street Station near our home in Minneapolis.

I could see the Overhead Department's wire car through the doors of the building at Pascal and University at the very northeast corner of the yards. The car was usually No. 4. Various work cars would always be scattered throughout the yards east of the station storage tracks. The track

immediately parallel to the fence along University Av. was used to hold Duluth Avenue Station cars which had been in the shops and were awaiting return to their station. Very often one or two Duluth Avenue Station cars were parked there with **Not In Service** destination signs. Sometimes Snelling Station snowplows and the Snelling Station work cars were parked along or near the fence closest to the east end of Snelling Station where the employment office and medical examiner's office were.

In the 1930s Snelling Station cars pulled through the six house tracks headed east. All cars in active service on the outside storage tracks were parked headed east except on the first two outside tracks immediately adjacent to the back of Snelling Station where gate cars were parked headed west. I believe this was done to eliminate a back up move with gate cars on **Merriam Park** pull-ins approaching Snelling Station from the south on Snelling Av.

In the storage yard, gate cars were parked on the tracks closest to the station, with one-man/two-man cars next, and the 2000-series lightweight cars (used primarily on Snelling Av.) farthest from the station building. An array of destination signs would be showing; **Univ. to Snelling**, **Selby to Snelling**, **Grand to Snelling**, **St. Clair to Snelling** and **Seventh-Snelling**.

**Dale-Phalen** pull-outs used the Interurban line from Snelling station to Dale St. to gain access to their line. Until the fall of 1932, Snelling Station also supplied cars for Western Av. service using standard cars. This was **Western-So. Robt.**, then **Western-Jackson**, and briefly **Western Ave.** These cars also used Interurban line trackage to gain access to their line at Rice St. and University. Beginning in the fall of 1932, Western Av. was reduced to shuttle service using lightweight car No. 3 from Snelling Station rebuilt to a double-end car.

Snelling Station also furnished South St. Paul "extra" runs and these cars used the Interurban line to reach the South St. Paul line in downtown St. Paul.

I believe all of the morning pull-ins to Snelling Station except those off **Merriam Park** and **Grand Ave.** came back to Snelling Station from downtown St. Paul with **Univ. to Snelling** signs over the Interurban line as the

**FAIR GROUNDS  
CHARTERED  
NOT IN SERVICE  
HAMLINE-SO. ROBT.  
TO MINNEAPOLIS  
TO MINNEAPOLIS-6TH AVE.  
TO ST. PAUL  
UNIV. TO SNELLING  
CITY LIMITS  
SELBY TO SNELLING  
TO PRIOR  
MERRIAM PARK  
LOOP  
GRAND AVE.  
GRAND TO SNELLING  
DALE-FOREST  
DALE-PHALEN  
SNELLING TO RANDOLPH  
SNELLING TO COMO  
ST. CLAIR-PAYNE  
ST. CLAIR TO SNELLING  
SEVENTH-SNELLING  
RANDOLPH-HAZEL PARK  
HAZEL PARK-NO. ST. PAUL  
HAZEL PARK-MAHTOMEDI  
HAZEL PARK-WILDWOOD  
7TH ST. TO DULUTH AVE.  
RANDOLPH TO CLEVELAND**

Destination sign roll used on Snelling Station standard cars in summer of 1938.



most direct route to Snelling station from downtown St. Paul. This, of course, does not include the **Snelling Ave.** pull-ins nor the Interurban line pull-ins coming from Minneapolis.

North Side Station cars moving to and from Snelling Shops used Interurban line trackage from Washington and 5th Av. S. in Minneapolis to University and Snelling Avs. in St. Paul. Duluth Station cars moving to and from Snelling Shops used Interurban line trackage from Wabasha St. in downtown St. Paul to University and Snelling Avs.

So it can be seen that not only did the Interurban line have next to the largest number of cars on line, it was also well-trafficked with cars from other lines moving to and from Snelling Station and cars from other stations moving to and from Snelling Shops.

## Shopmen's Runs

The May/June *Minne gazette* mentions **Gene Corbey's** runs as conductor on the three 4:10 p.m. Snelling shopmen's runs. I remember the Lake St. run from Snelling Shops very well. It passed our neighborhood on Lake St. at 43rd Av. S. in Minneapolis every working day afternoon on its way west to Girard Av. Prior to the fall of 1938 when **Merriam Park** service was operating, Snelling Station did not supply cars for **Selby-Lake** service and Snelling Station cars did not have **Selby-Lake** on their destination sign roll.

About 20 minutes before 5 o'clock along would come a car westbound on Lake St. with destination signs reading **To Minneapolis**. It was always a Snelling Station gate car carrying Snelling Shop workers to their south Minneapolis homes. It was the only car ever to run on Lake St. carrying **To Minneapolis** signs rather than **Selby-Lake**. It would return from Lake and Hennepin in revenue service with destination signs reading **Selby to Snelling** which was always used in **Merriam Park** service.

I remember from my rides on the Interurban line from the 1930s and early 1940s the original trackage configuration on the Wabasha St. hill in front of the State Capitol. There was one rather sharp curve at the change in alignment in Wabasha as it came up from downtown St. Paul and as it came down from Rice St. and University Av. I believe it was after World War II that the mall was constructed in front of the State Capitol and Wabasha St. and the

streetcar tracks were realigned to curve gracefully around the mall.

I have a vague recollection that in the very early 1930s the large triangular island in Washington Square in Minneapolis at Cedar, 15th and Washington Avs. had a small red brick building on the island which served as a newsstand and refreshment stand. It seems to me that sometime during the depression, this small building was removed and the triangle ever since has been level concrete.

## Streetcar shuffle

When the PCC fleet was put into full service in 1947, Snelling Station had 49 PCC's assigned to it, 41 of which (Nos. 299 through 339) were regularly used on the Interurban line. All of Snelling Station's standard cars except 1129, which had been rebuilt to double-end for Prior Av. service, were regularly used on the Interurban line. Some of the Snelling Station standard cars were transferred to other stations.

So in 1947, the following station shuffle occurred. Snelling gate cars 1352, 1354, 1355, 1358, 1403, 1404 and 1405 went to East Mpls. (East Side) Station for **Como-Harriet, Como-Hopkins** and **Oak-Harriet** service.

Snelling gate cars 1360 and 1362 went to North Side Station for **Chicago-Penn** and **Chicago-Fremont** service.

Snelling gate cars 1406, 1407, 1434 and 1474 went to Lake Street Station for **Selby-Lake** service.

At the time, Nicollet Station was getting new PCC cars and transferring

its old gate cars to Lake Street, North Side and East Side Stations so it didn't get any of Snelling's gate cars.

Subsequent to 1936, Duluth Avenue Station had nothing but one-man runs, so no Snelling gate cars (which could only be operated two-man) went to Duluth Station.

Snelling one-man/two-man cars 1211 and 1214 went to Duluth Station. I rode the 1211 on the **So. St. Paul-Inver Grove** line in 1948.

Snelling one-man/two-man cars 1213, 1475, 1479, 1487, 1490, 1491, 1731, 1745, 1747, 1748, 1756, 1757, 1763, 1764, 1769, 1781 and 1793 went to Lake Street Station.

Snelling one-man/two-man cars 1224, 1225, 1226, 1228, 1229, 1794, 1796, 1845, 1846 and 1853 went to East Side Station.

Snelling one-man/two-man cars 1465 and 1775 went to Nicollet Station.

Snelling one-man/two-man cars 1469, 1470 and 1473 went to North Side Station.

The number of old standard cars transferred from Snelling Station to other stations was about equal to the number of new PCC's which had been assigned to the Snelling Station roster. This was the biggest equipment shuffle I ever observed while I lived in the Twin Cities.

*More reflections on the Interurban line and operations at Snelling Station in St. Paul by Robert Cumbey in the next issue of the Minne gazette.*



Car 1300 stopped at Lake Calhoun Station during 2-car operations on the Labor Day weekend. Note the T bus stop sign which enables MTC riders to get to the Como-Harriet Streetcar Line easily. Photo by John Prestholdt.





Business car "Mount Rainier," owned by Dick Pachter of Lincolnshire, Illinois. This car was built in 1947 for the Milwaukee Road as Tap Lounge car No. 162 for the Olympian Hiawatha. Photo courtesy of Ben Curry.

## MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
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All members receive the bi-monthly **Minnegazette** magazines at their homes.

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State & Zip \_\_\_\_\_

Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343



# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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